

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of October 1, 2008**

RE: I.D. #11787: Zoning Map Amendment I.D. 3385-3386 To Rezone 159-171 Proudfit Street and 701-737 Lorillard Court from R5 (General Residence District) and PUD-GDP to Amended PUD-GDP and PUD-SIP

1. Requested Actions: Approval of a request to rezone 159-171 Proudfit Street and 701-737 Lorillard Court from R5 (General Residence District) and Planned Unit Development, General Development Plan to Amended PUD-GDP and Planned Unit Development, Specific Implementation Plan (PUD-SIP) to allow demolition of three single-family residences and the construction of two office buildings totaling 70,000 square feet.
2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; Section 28.12 (12) provides the guidelines and regulations for the approval of demolition permits.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant & Property owner: Urban Land Interests; 10 E. Doty Street, Suite 300; Madison; Chris Schramm, representative.
2. Development Schedule: The applicants wish to commence construction of the eastern building before the end of 2008, with completion anticipated in fall 2009. The construction of the western building will proceed once a user for the building has been identified.
3. Location: Approximately 1.68 acres generally located on the east side of Proudfit Street between Lorillard Court and Brittingham Park/ North Shore Drive, Aldermanic District 4; Madison Metropolitan School District.
4. Existing Conditions: The majority of the site is undeveloped, with the exception of three single-family residences located along Proudfit Street in R5 (General Residence District) zoning.
5. Proposed Land Use: Two three-story office buildings with up to 70,000 square feet of gross floor area. The site, which was approved with the initial PUD-GDP for 158 multi-family residential units, may also be developed with these residential units in lieu of the added office component.

6. Surrounding Land Use and Zoning:
North: One- and two-family residences, zoned R5 (General Residence District); Tobacco Warehouse Apartments, zoned PUD-SIP;

South: Brittingham Park, zoned C (Conservancy District);

East: Southwest Bike Path – Greenbush Link; undeveloped land for future development, zoned R4 (General Residence District) and M1 (Limited Manufacturing District);

West: One- and two-family residences on the west side of Proudfit Street, zoned R4.
7. Adopted Land Use Plan: The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which recommends development of mixed-use buildings, office/ service uses, neighborhood-oriented commercial uses and multi-family housing at densities up to 60 units an acre in 2-4 story buildings as recommended in more detailed neighborhood plans. The subject site is also located within the boundaries of the Bassett Neighborhood Master Plan, which includes the subject site in the Tobacco Warehouse District zone that is bounded by S. Bedford, W. Main and Proudfit streets and North Shore Drive. The zone is recommended for “comprehensive residential redevelopment” with an average density between 40 and 60 units per acre. Buildings are intended to maintain a lower scale on the periphery of this zone, with taller buildings at the core to capture lake views. Mixed-use development, including retail and office uses, was identified for the W. Main Street and S. Bedford Street frontages.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor. Brittingham Park is identified as public land and is located within the corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the demolition standards of Section 28.12 (12) and the Planned Unit Development District standards.

PREVIOUS APPROVAL

On November 4, 2003, the Common Council approved a request to rezone approximately 4 acres of land located at 651-701 W. Doty Street and 645 W. Wilson Street from R5 to PUD-GDP and

PUD-SIP. The approved PUD-SIP called for the conversion of the two historic Tobacco Warehouses located east of Proudfit Street between Findorff Court and Lorillard Court into a total of 61 apartment units. The approved PUD-GDP called for the future construction of 158 multi-family units in up to a 9-story building on the southerly 1.29 acres of the site located south of Lorillard Court and north of Brittingham Park and North Shore Drive. In reviewing the recorded general development plan however, staff was unable to locate a plan for how the up to 9-story building would be sited on the property or any conceptual plans for its proposed bulk and mass.

PLAN REVIEW

Urban Land Interests is requesting approval of expanded and amended planned unit development zoning that will include the 1.29-acre portion of the site zoned PUD-GDP with the 2003 approval noted in the preceding section as well as four residential lots located along Proudfit Street, which are zoned R5 (General Residence District) and are developed with three single-family residences. The amended planned unit development for the overall 1.68-acre site calls for the construction of two office buildings with a combined gross floor area of approximately 70,000 square feet on the site as an alternative to the construction of the 158 apartment units originally approved following the demolition of the three houses.

Background

The majority of the 1.68-acre site is currently undeveloped with the exception of the three homes fronting Proudfit Street. Those three buildings, which are addressed 159, 167 and 171 Proudfit, are unoccupied. A fourth former residential lot at 163 Proudfit Street is vacant. The northernmost of the three residences to be demolished is 159 Proudfit, a one-story, 821 square-foot bungalow constructed between 1939 and 1941. The house contains two bedrooms and one bath and is clad with a combination of siding and masonry. Moving south past the vacant lot at 163 Proudfit, the house at 167 Proudfit is a one-story bungalow constructed in 1946, which contains two bedrooms and one bath in 896 square feet of gross floor area. The southernmost of the three residences at 171 Proudfit is a 1,273 square-foot three-bedroom house. The residence, constructed originally as a garage, is one-story tall and is clad in a concrete masonry veneer.

According to materials submitted with the application, the condition of the three houses varies. In the case of 159 Proudfit, the applicants indicate that water infiltration caused by a defective roof has caused damage on the first floor of the residence. The condition report notes the presence of outdated electrical and mechanical equipment and concludes that cost of relocating the home would exceed its value given the size and nature of repairs that would be required to make the residence habitable. The demolition materials note that the residence at 167 Proudfit suffers from

standing water in the basement and a mold infestation, with the applicants concluding that the residence should be razed. Based on the demolition materials provided, the residence at 171 Proudfit Street appears to be in the best condition of the three, with its exterior and mechanicals largely in good repair. However, the applicants indicate that rotted wood trim and roof eaves and cracks in the basement foundation have resulted in water damage to the interior of the residence.

The applicant's conclusion is that rectification of the structural and/or environmental deficiencies in the homes, as well as their modernization to current market standards, would likely cost more than the market value of the rehabilitated and modernized units. The Planning Division has not toured the buildings, but has conducted a windshield survey. Interior and exterior photos of the buildings and a building assessment prepared by the developers are provided with the Plan Commission materials. Additionally, Kitty Rankin, the City's preservation planner, has prepared a report indicating that none of the three residences are of historical value.

Project Description

The expanded and amended general development plan proposes two office buildings to be built on the site in two phases. The proposed GDP calls for a maximum 3-story office building to be constructed along the Proudfit Street frontage of the expanded planned unit development at the southeasterly corner of Lorillard Court, with a gross floor area of 24,000 square feet proposed. A second larger 3-story office building containing 43,283 square feet is proposed to occupy the eastern half of the site abutting the railroad track and bike path and south of the Tobacco Warehouse Apartments, with 56 surface parking proposed to occupy the space between the two buildings. The applicants are requesting specific implementation plan approval for the 43,283 square-foot building at this time, with construction of the smaller building along Proudfit Street to occur in a later phase as market conditions warrant. Although most of the construction activity proposed at the present time will occur on the vacant eastern portion of the site, the applicants are requesting approval to demolish the three single-family residences along the Proudfit Street frontage as soon as all regulatory approvals have been granted and the PUD recorded.

Plans for the 43,283 square-foot office building, shown as Building B in the plan materials, call for an 18,472 square-foot building footprint that will extend the length of the easterly property line abutting the railroad right of way and Southwest Bike Path – Greenbush Link. The first two floors of the building will span the length of the footprint, with the remaining gross floor area to be comprised of a partial third floor located at the northern end of the building. The proposed building will include one level of underground parking for 45 cars, with access to be provided by a ramp at the southern edge of the 56-space surface parking courtyard to be located between the two proposed buildings. Access to the proposed office parking will be provided from Lorillard Court, which is a public right of way immediately east of Proudfit Street before transitioning into

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a private drive that also provides access to the Tobacco Warehouse Apartments. A median break is proposed at Proudfit Street to facilitate access to the proposed office development.

Building B will reflect a contemporary architectural style intended to compliment the adjacent historic Tobacco Warehouse buildings. The exterior will primarily feature brick veneer above a cast concrete base along most of the eastern, southern and northern walls and along the three-story section of the western wall. The western wall of the two-story section of the building will feature horizontal metal panels, which will wrap around onto a portion of the southern elevation. The two-story portion of the building will include an angled metal roof supported by angled steel columns along the western elevation, with the remainder of the building to contain a flat roof. The office building will stand approximately 46 feet in total height, as measured to the top of the three-story wing, with the generous floor-to-floor heights a result of the "loft-style" office spaces the applicants wish to develop at the site.

A landscaping plan for the first phase of construction proposes a line 4-foot tall deciduous shrubs to be planted along the western edge of the proposed 56-stall surface parking lot and east of the proposed second phase office building (Building A), which will ultimately front Proudfit Street. A line of shade trees is proposed along the southerly property line adjacent to Brittingham Park and above the retaining wall that will form the edge of the ramp leading down to the underground parking level. This line of trees will augment existing trees in the park, which in combination should provide adequate screening of the surface parking lot from the park and North Shore Drive.

While the plans before the Plan Commission and Common Council propose the development of two office buildings within the planned unit development south of Lorillard Court, the letter of intent indicates that the applicants do not wish to fully abandon the potential development of the multi-family uses previously identified for the site in the 2003 PUD-GDP, therefore leaving open the possibility that one or both of the proposed buildings could contain up to 158 residential units.

The Urban Design Commission reviewed the proposed planned unit development and granted final approval on August 20, 2008 (see attached report) following a recommendation from the Landmarks Commission on August 18, 2008 that the proposed development was not so large or so visually intrusive as to create an adverse effect on the historic integrity of the adjacent landmark Tobacco Warehouses. The Landmarks Commission also expressed no objection to the demolition of the three houses (see attached minutes).

ANALYSIS

The applicants are requesting three approvals from the Plan Commission and Common Council:

- A request to expand and amend the existing general development plan approved in 2003 by incorporating four R5-zoned residential parcels located along Proudfit Street and to amend the permitted uses within the development to include the construction of a 3-story office building with a gross floor area of 24,000 square feet to be constructed along the Proudfit Street frontage (Building A) and a second larger 3-story office building containing 43,283 square feet to occupy the eastern half of the site (Building B);
- Approval of the specific implementation plan for Building B, which will begin construction in late 2008, and;
- Approval to demolish three single-family residences located at 159, 167 and 171 Proudfit Street.

The requests before the Commission and Council represent a departure from the previously approved land use for the eastern three-quarters of the site, which currently calls for the construction of a maximum of 158 multi-family dwelling units in an up to a 9-story building. The two proposed office buildings are being added to the residential use previously identified for the site, though the proposed plans for the site, including the 43,283 square-foot Building B, do not show the inclusion of residential units.

The current approved use of the site for residential uses generally comports to the recommendations for this area contained in the Bassett Neighborhood Master Plan, which includes the subject site in the Tobacco Warehouse District zone that is bounded by S. Bedford, W. Main and Proudfit streets and North Shore Drive. The zone is recommended for "comprehensive residential redevelopment" with an average density between 40 and 60 units per acre. Buildings are intended to maintain a lower scale on the periphery of this zone, with taller buildings at the core between W. Main and W. Wilson streets to capture lake views. The addition of residential units within this zone was identified as a priority at the time the neighborhood plan was approved in 1997. This priority has been reflected in the subsequent approval of such projects as the Fourth Ward Lofts and Tobacco Warehouse Apartments as well as the conceptual approval for the 158 residential units on the eastern 1.29 acres of the subject site.

The proposal to introduce office uses on the western side of the Tobacco Warehouse District represents a deviation from the recommendations in the Bassett Neighborhood Master Plan, which identified mixed-use development, including retail and office uses, for the W. Main and S. Bedford street frontages that could also serve the residential districts east of Bedford. However, the recommendations of the more recently adopted Comprehensive Plan potentially contrast with

the Bassett plan's recommendations. The Comprehensive Plan identifies the subject site within the Findorff Yards Downtown Mixed-Use Sub-district, which is bounded by W. Main, Proudfit and S. Bedford streets and North Shore Drive. This area is generally recommended for development with mixed-use buildings, office/ service uses, neighborhood-oriented commercial uses and multi-family housing at densities up to 60 units an acre in 2-4 story buildings as recommended in more detailed neighborhood plans.

However, staff notes that the recommendations contained in the 2006 adopted plan were provisional recommendations in anticipation of the more detailed Downtown planning effort that is currently ongoing and which will include this site. In reviewing the 2004 Downtown Advisory Report, which helped to shape the provisional recommendations in the Comprehensive Plan, the report included the following:

"West Rail District

This district is generally located between W. Washington Avenue, S. Bedford Street, Proudfit Street and [North S]hore Drive.

Findorff Yards, on the south, *is proposed for medium to high density housing* (25-60 dwelling units per acre), anchored by the Findorff Corporate office and the historic preservation of the Tobacco Warehouses.

The commercial areas between W. Main Street and W. Mifflin Street should contain a mix of smaller scale office, entertainment and neighborhood related uses... [emphasis added]

The introduction of office uses on the site also represents a deviation from two more site-specific concept plans that have been developed in the last decade to guide potential future development in this area.

Findorff Construction historically controlled the subject site and most of the properties extending from S. Bedford Street west to Proudfit Street between W. Main Street and North Shore Drive. At the time that the plans were presented for the Findorff headquarters at the corner of S. Bedford Street and North Shore Drive, two concept plans for the site and the rest of the Findorff ownership to the west were developed. Findorff offered a plan for approximately 475 dwelling units in about a dozen buildings under their ownership known as the Findorff Yards Conceptual Master Plan (attached), which included the subsequent Tobacco Warehouse Apartments and Fourth Ward Lofts projects ultimately developed by others. The Conceptual Master Plan placed an emphasis on medium-density buildings with structured parking similar to Fourth Ward Lofts.

A second conceptual plan for approximately the same area known as the Findorff Yards Site

Study (attached) called for the development of approximately 225 residential units in an area bounded by Proudfit Street, North Shore Drive, W. Wilson and S. Bedford Street and included the Tobacco Warehouses. The Site Study placed a greater emphasis on creating a more neighborhood feel through more extensive use of low-rise townhouse development and less emphasis on underground parking than the Conceptual Master Plan, though both plans called for the 9-story residential tower overlooking Brittingham Park and Lake Monona that was conceptually approved with the initial 2003 Tobacco Warehouse GDP that is subject to amendment with this application.

In justifying the proposed PUD amendment, the applicants point to the general recommendations for the Comprehensive Plan sub-district that includes their site and the development of the western portion of the Bassett neighborhood since the Bassett Neighborhood Master Plan was adopted as grounds for the proposed change to office uses to be considered. In their letter of intent, the applicants point to the emergence of housing opportunities elsewhere in the Bassett neighborhood and the emergence of the Findorff headquarters office building and National Conference of Bar Examiners office buildings along S. Bedford Street as potential grounds for flexibility in applying the plan recommendations for their site. Staff would note, however, that the office uses to the east were more clearly and consistently identified in the Bassett plan.

While the introduction of offices uses at the subject site would establish a different land use pattern for this portion of the Bassett neighborhood and Findorff Yards area, the Planning Division believes that it may also introduce a building form for the site that better reflects the recommendations of many of the aforementioned plans and which may better relate to Proudfit Street and surrounding land uses than the 9-story residential building conceptually approved for this site in 2003. The two 3-story office buildings proposed fall within the 2-4 story height range recommended for the site and Findorff Yards area in the Comprehensive Plan and should be complimentary to the prevailing bulk and mass of the area between S. Bedford Street and Proudfit Street, which includes the Findorff and National Conference of Bar Examiners office buildings, Fourth Ward Lofts and the historic Tobacco Warehouses. While the 9-story residential tower was conceptually approved and has been included in some of the land use planning for the site and surrounding former Findorff properties, the ability for that structure to relate to nearby uses and transition into the established low-density residential-scale uses across Proudfit Street would have presented unique design challenges at the time a specific implementation plan was presented for approval.

The three-story building included in the amended planned unit development to occupy the four R5-zoned residential parcel with three residences fronting Proudfit Street presents an opportunity for an appropriate transition from the larger building forms both existing and proposed between Proudfit Street and S. Bedford Street and the one- and two-story wood-frame residential

structures to the west in the Monona Bay neighborhood. While an up to 9-story building was approved for the eastern 1.29-acres of the subject site, it is worth noting that the taller structures in this area were originally identified in the Bassett Neighborhood Master Plan to be located a block further north between W. Main and W. Wilson streets.

The Planning Division believes that the 3-story Building B proposed for construction with the specific implementation plan component of the application is a well-designed building that frames the eastern edge of the site and the parking courtyard that will be formed when Building A is constructed in the second phase. Staff also feels that the two proposed buildings and modest accessory parking to be complimentary to the passive open space in the portion of Brittingham Park located north of North Shore Drive adjacent to the site.

Should the expanded and amended general development plan, which calls for Building A to front Proudfit Street, be approved, staff believes that it will be essential at the time that final plans for Building A are presented for it to respect the scale of the residential structures located to the west across Proudfit Street. While the height of the building is proposed to not exceed three stories, the floor-to-floor heights proposed will require close consideration to ensure that the overall height of Building A are in keeping with the residential scale to the west, which is unlikely to change considerably in coming years. The building, which will be set back at least 15 feet from Proudfit Street as a result of an existing sewer easement, will also need to provide an active street wall facing Proudfit that ideally would include an entrance within close proximity to the public sidewalk.

Finally, in the event the applicants wish to pursue inclusion of residential units in either of the two proposed buildings, staff anticipates that an alteration to the planned unit development will be required.

CONCLUSION

While various plans do not consistently and specifically preclude the development of two office buildings on the subject site as proposed, the applicants' proposal appears to be at least a modest departure from the land use pattern anticipated for the area east of Proudfit Street and north of Brittingham Park, which over the past decade has largely been envisioned for the development of high-density residential uses. However, staff believes that the scale and form of the proposed office development better relates to the built environment both east and north of the site as well as to the lower-scale homes located to the west than the 9-story residential high-rise previously approved for the site. Despite the change in land use proposed, staff believes that the proposed office development (with possible inclusion of some residential uses) can meet the standards for approval for planned unit developments.

Additionally, staff also believes that the three single-family residences to be razed for the office development can meet the standards for demolition, as the proposed buildings will be more economically productive than the existing buildings given the likely high cost of renovation each would require to remediate structural deficiencies and restore them to market viability. The preservation of these houses was also not anticipated in any of the land use plans that have been prepared to guide development of the subject site.

RECOMMENDATION

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3385 and 3386, rezoning 159-171 Proudfit Street and 701-737 Lorillard Court from R5 (General Residence District) and Planned Unit Development, General Development Plan to Amended PUD-GDP and Planned Unit Development, Specific Implementation Plan (PUD-SIP), to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That a sheet entitled "General Development Plan" be added to the final plans per Planning Division approval that provides the proposed outside dimensions, setbacks, floor height and gross floor area for Building A.
3. That the letter of intent and any other relevant plan materials be revised to eliminate any references to a 9-story building within the planned unit development. While it may be appropriate to incorporate residential uses within the expanded and amended PUD, any such addition shall require approval of an alteration to the PUD to address the placement of those units, provision of usable open space and the location of balconies adjacent to the railroad right of way.
4. That a note be placed on the final plans acknowledging the presence of existing and future high levels of noise and vibration resulting from trains operating on the adjacent railroad right of way, including noise and vibration from possible future commuter rail services.
5. That an amended specific implementation plan be submitted for approval by the Common Council prior to the issuance of building permits related to the Building A office building that includes final details on building architecture, materials and landscaping.

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6. That the applicant work with Planning Division and Zoning staff on the final form of the zoning text for the amended planned unit development, including the streamlining of the list of permitted uses, which should reflect the primary proposed uses of the site as office and residential uses, with accessory uses customary to those uses. Signage shall be as permitted in the C1 zoning district and as approved by the Urban Design Commission and Zoning Administrator.

AGENDA # 8

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: August 20, 2008

TITLE: 701 & 737 Lorillard Court, 159-171
Proudfit Street – Two, Three-Story Office
Buildings, Amended PUD(GDP-SIP). 4th
Ald. Dist. (10050)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: William A. Fruhling, Acting Secretary

ADOPTED:

POF:

DATED: August 20, 2008

ID NUMBER:

Members present were: Lou Host-Jablonski; Chair, Jay Ferm, Todd Barnett, Richard Slayton, Ald. Marsha Rummel, Ron Luskin, Richard Wagner.

SUMMARY:

At its meeting of August 20, 2008, the Urban Design Commission **GRANTED FINAL APPROVAL** of an amended PUD(GDP-SIP) of two, three-story office buildings located at 701 & 737 Lorillard Court and 159-171 Proudfit Street. Appearing on behalf of the project were Chris Schramm, Paul Cuta, Marc Schellpfeffer, and Rebecca Flood. The applicants are seeking to amend the existing PUD to establish an office building pad on Proudfit (the building is not designed at this time, but it was stated that it will not have underground parking), and an office building along the rail corridor that has 2-story and 3-story elements. The architecture of the proposed (eastern) building was discussed and material samples were presented. To reflect the industrial heritage of the site and the materials common on surrounding buildings, a cream colored brick will be used, with a fair amount of metal being incorporated on the 2-story portion. A broad, shallow-sloped roof will be utilized on the west elevation, with the top being covered with a reflective gray membrane. Stormwater management will include some storage on top of the 3-story portion that will be released in weirs along the building towards a bio-retention area, and perhaps into the storm sewer in a heavy rain event. A gabian retaining wall will be constructed along the driveway to the parking ramp. The applicants noted that the Parks Division does not desire to have the adjacent parkland incorporated into the open space design for the project, but would like it to be clearly distinguished from adjacent development. Building and site signage were also presented. Peter Ostlind, representing the Bassett District of Capitol Neighborhoods, stated that overall his neighborhood is supportive. The Commission discussed the following:

- The design and function of the median on Proudfit Street.
- The amount and location of proposed signage.
- The potential for designing the parking lot for one-way traffic and angled parking to gain open space.
- The potential for expanding the under building parking beneath the surface parking lot.

ACTION:

On a motion by Luskin, seconded by Rummel, the Urban Design Commission **GRANTED FINAL APPROVAL** of an amended PUD(GDP-SIP) of two, three-story office buildings located at 701 and 737 Lorillard Court and 159-171 Proudfit Street, with the following conditions:

- That the signage on the west elevation of the 3-story element located above the extension of the sloped roof be eliminated.
- That Traffic Engineering be asked to consider safety concerns when designing the proposed median.

The motion was passed on a vote of (7-0).

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 7.5, 8, 8 and 8.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 701 & 737 Lorillard and 159-171 Proudfit Street

| | Site Plan | Architecture | Landscape Plan | Site Amenities, Lighting, Etc. | Signs | Circulation (Pedestrian, Vehicular) | Urban Context | Overall Rating |
|-----------------------|-----------|--------------|----------------|--------------------------------|-------|-------------------------------------|---------------|----------------|
| Member Ratings | - | - | - | - | - | - | - | 8 |
| | 6 | 7 | 6 | - | - | 6 | 6 | 6 |
| | 7 | 9 | 10 | 8 | 8 | 7 | 9 | 8.5 |
| | - | - | - | - | - | - | - | 7.5 |
| | 6 | 8 | - | - | 7 | - | 8 | 8 |
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General Comments:

- Excellent design for site with deep history.
- Traffic median circulation is a liability.
- Bank some parking stalls? Excellent work.
- Very nicely done. Kudos.
- High quality, well detailed project. Concern about median and traffic safety. Connectivity with Proudfit and building A (future) would be helpful.

DATE: April 30, 2008
TO: Plan Commission
FROM: Kitty Rankin, Preservation Planner
RE: Proudfit Street demolitions

The following comments are offered on the Urban Land Interest demolitions at 159-171 Proudfit Street:

159 Proudfit Street

This house is proposed for demolition as part of a large redevelopment that has been taking place for several years; an office building is proposed for the site. It is a small (821 square feet), one-and-one-half story frame house with some stone veneer. It was built in 1939-1941 (building permits) for Christ Pedracine, builder. The architect line indicates it was built to private plans (a common notation). In 1955 it was relocated further back on its lot on a new foundation, for street widening purposes.

This house is not listed in our inventory of historic places and has no known architectural or historical interest.

167 Proudfit Street

This small (896 square feet), one-story frame house was built in 1946-1947. It is proposed for demolition as part of a large redevelopment that has been taking place for several years; an office building is proposed for the site. A permit for a garage to be built before a new house was taken out in 1946 by Joe Bruno. In 1947 a permit was taken out for plumbing a new house. Whether or not the garage was incorporated into the house is unknown, although the pattern of building a garage first and then turning it into a house was not uncommon in Madison at the time. In 1951 an addition was placed on the front and in 1952 the owner was informed that the house was non-conforming because it was set back too far on its lot. In 1972 Ann Bruno took out a permit for residing with aluminum.

This house is not listed in our inventory of historic places and has no known architectural or historical interest.

171 Proudfit Street

This house is proposed for demolition as part of a large redevelopment that has been taking place for several years; an office building is proposed for the site. It is a one-story house with brick siding and is fairly small (1273 square feet). This house may also have started out as a garage and then converted to a residence. In 1936, Joe Burtscher took out a permit for a garage. In 1938 he had a permit for adding onto the garage and

in 1940 he took out a permit for completing a residence. In 1940 Tony Troia was awarded a permit for another addition, at which time the owner was warned by the City that there were plans to widen Proudfit Street. In 1955 a permit was issued for building a new foundation and moving the house back on the lot for the street work.

This house is not listed in our inventory of historic places and has no known architectural or historical interest.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
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Deputy City Engineer
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Principal Engineers
Michael R. Dalley, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
Gregory T. Fries, P.E.

Facilities & Sustainability
Jeanne E. Hoffman, Manager
James C. Whitney, A.I.A.

Operations Manager
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

Financial Officer
Steven B. Danner-Rivers

DATE: September 15, 2008

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 159-171 Proudfit Street/701-737 Lorillard Court Demolition and Rezoning

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The Developer shall construct sidewalk on Lorillard Court and dedicate sufficient right-of-way for a 14-foot terrace measured from the property line to the face of curb. The dedication shall be accomplished by the recording of the Certified Survey Map, of which the simultaneous application has been made.
2. Street C-103 has a reference to "Drainage Easement Note 2" but this note does not exist.
3. Connections to existing City storm (HERCP) shall be made with a structure not a tap.
4. Existing 20" storm pipe running along the rail corridor shall be maintained. Construct new pipe beyond building envelope.
5. The applicant shall revise the storm sewer design and provide design calculations, stamped by a Professional Engineer in the State of Wisconsin, to show that the storm sewer serving the access to the underground parking is designed and sized to protect the underground area from flooding during the 100-year storm sewer event.
6. Proposed Building B shows a proposed 8" sewer service connection. City records indicate that the existing lateral is 6" diameter. Verify 6" is satisfactory or revise design to replace entire lateral.
7. Proposed Building B may retain the address of 701 Lorillard Court and the address for future Building A shall be approved and provided by the Engineering Division (Lzenchenko@cityofmadison.com).
8. Median break on Proudfit Street will require a separate application with the Board of Public Works.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 159-171 Proudfit Street/701-737 Lorillard Court Demolition and Rezoning

General

- ☒ 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- ☐ 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- ☐ 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.
- ☐ 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- ☐ 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- ☐ 1.6 Submit a PDF of all floor plans to Lori Zenchenko izenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
- ☐ 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- ☐ 1.8 The Developer is required to pay Impact Fees for this development. The Developer shall indicate the method of payment as provided below:
- 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall receive the invoices to pay the outstanding impact fees at the time of permit issuance. The following shall be required prior to plat sign off:
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall be transmitted to Janet Dailey by e-mail at jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.

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Right of Way / Easements

- ☐ 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____,
- ☐ 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- ☐ 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- ☐ 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- ☐ 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- ☐ 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- ☐ 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.
- ☐ 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- ☐ 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- ☐ 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
 - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.

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The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

- ☐ 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
 - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

Streets and Sidewalks

- ☐ 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- ☐ 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- ☐ 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- ☐ 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- ☐ 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- ☐ 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- ☐ 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- ☐ 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- ☐ 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- ☒ 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- ☐ 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- ☒ 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the

construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.

- ☐ 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- ☐ 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- ☐ 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- ☒ 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- ☐ 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- ☐ 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.

Storm Water Management

- ☐ 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- ☐ 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- ☐ 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- ☐ 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- ☒ 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- ☒ 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- ☐ 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- ☐ 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- ☒ 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - ☐ Detain the 2 & 10-year storm events.
 - ☐ Detain the 2, 10, & 100-year storm events.
 - ☒ Control 40% TSS (20 micron particle) off of new paved surfaces
 - ☐ Control 80% TSS (5 micron particle) off of new paved surfaces
 - ☐ Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
 - ☐ Provide substantial thermal control.
 - ☒ Provide oil & grease control from the first 1/2" of runoff from parking areas.
 - ☒ Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- ☐ 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to

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provide information off the site to fully meet this requirement.

- ☐ 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- ☒ 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred izenchenko@cityofmadison.com. Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

- ☐ 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- ☒ 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- ☒ 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

- ☐ 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

Utilities General

- ☒ 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- ☐ 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- ☐ 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- ☒ 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- ☐ 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- ☐ 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- ☒ 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- ☐ 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- ☐ 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- ☐ 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

September 30, 2008

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **159 to 171 Proudfit Street / 701 to 737 Lorillard Court – Rezoning – R5 & PUD (GDP) to Amended PUD (GDP-SIP) – 2 Office Buildings in 2 Phases**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. Approval of this conditional use or PUD (GDP-SIP) does not include the approval of the changes to roadways, median break, sidewalks or utilities. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the improvements in the public right-of-way including any changes requested by the developer. The applicant shall note on the plan, "All work in the right-of-way shall be approved by the Board of Public Works."
2. The application has not demonstrated a case to support a median break proposed on Proudfit Street for the development.
3. The Board of Public Works may consider approving a median break. However, if a median break is approved, it is recommended that the median break design be for a left turn in only and include off-setting or mitigating improvements at the existing two related intersections of Brittingham Place and W. Main Street related to the development and median break. This shall include a landscaping plan, median changes, and curb extension improvements for pedestrians and bicycles.
4. If street changes are approved by the Board of Public Works, the applicant will need to enter into a developer's agreement to construct the improvements approved.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

5. The applicant shall indicate the type of bicycle racks to be installed both inside and outside the building.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

6. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
7. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
8. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
9. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
10. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Chris Schramm
Fax: 608-251-5572
Email: cschramm@uli.com

DCD: DJM: dm

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: October 6, 2008

To: Plan Commission

From: Patrick Anderson, Assistant Zoning Administrator

Subject: 159-171 Proudfit St. & 701-737 Lorillard Ct.

Present Zoning District: R5 and PUD (GDP-SIP)

Proposed Use: Demolish 3 houses (159, 167 and 971 Proudfit Street) & build 39,865 sq. ft. addition to an office building at 910 W Wingra Dr.

Requested Zoning District: Amended PUD(GDP-SIP)

Conditional Use: 28.04(22) Demolition of principal buildings requires Plan Com. app.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Provide a reuse/recycling plan, to be reviewed and approved by The City's Recycling Coordinator, Mr. George Dreckmann, prior to a demolition permit being issued.
2. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of five accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
3. Provide one 10' x 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. If this loading area cannot be provided, request and obtain approval of the Plan Commission to specifically waive this requirement or it will need to be provided.

4. Provide adequate bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. Work with zoning staff to determine final numbers.
5. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
6. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .08 watts per square foot.

ZONING CRITERIA

| Bulk Requirements | Required | Proposed |
|--------------------------|-----------------------------|-----------------|
| Lot Area | 6,000 sq. ft. min. lot area | 189,090 sq. ft. |
| Lot width | 50' | adequate |
| Front yard | 0' | TBD |
| Side yards | 0' | TBD |
| Rear yard | 30' | TBD |
| Floor area ratio | 3.0 | adequate |
| Building height | -- | 3 stories |

| Site Design | Required | Proposed |
|----------------------------|---------------------------------|----------|
| Number parking stalls | 70 (70,000 sq. ft. office bldg) | 101 |
| Accessible stalls | 5 | (2) |
| Loading | 1 (10' x 35') loading area | (3) |
| Number bike parking stalls | TBD | (4) |
| Landscaping | Yes | (5) |
| Lighting | No | (6) |

| Other Critical Zoning Items | |
|-------------------------------|-----|
| Urban Design | Yes |
| Historic District | No |
| Adjacent to Landmark building | Yes |
| Flood plain | No |
| Utility easements | Yes |
| Water front development | No |
| Adjacent to park | No |
| Barrier free (ILHR 69) | Yes |

With the above conditions, the proposed project **does** comply with all of the above requirements.

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **C-2** district, because of the surrounding land uses.



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 • FAX: 608-267-1153

DATE: 9/5/08
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **159-171 Proudfit St./701-737 Lorillard Ct.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
 - c. Provide a minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.
3. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan

CAPITOL

NEIGHBORHOODS, INC.
MADISON, WISCONSIN

August 12, 2008

Mr. Brad Murphy
City of Madison
Planning Department
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

Re: Findorff Yards Office Lofts
701/703 Lorillard Court, 159-171 Proudfit St.

Bassett District Steering Committee Review

Dear Mr. Murphy,

The Bassett District of Capitol Neighborhoods has established a steering committee to work with the developer of the referenced proposal. The steering committee has met with the development team on a several occasions and there has also been a presentation to the larger neighborhood during the review process. Since the proposal is on the border between the Bassett District and the Brittingham area west of Proudfit we invited residents of that neighborhood to participate in our discussions. Two members of the Steering Committee are from the Brittingham neighborhood.

Overall residents of the neighborhood are supportive of the proposed use of the site for commercial offices. This will be a change in the existing PUD from the approved residential use for this site. This change is somewhat at variance with the Bassett Neighborhood Plan but is consistent with recent approved developments along North Shore Dr. between S. Bedford and Proudfit Streets. Additionally, there is a consensus that the scale of the proposed office buildings, 2-3 stories, is more appropriate for the site than the current GDP with a 9 story building.

In Urban Land Interests', ULI, formal application the language on pages 1 & 2 of the Amended GDP Zoning Text refers the new land use to allow for office buildings is an 'alternate' possibility. The previous zoning for a 9 story 158 unit residential structure is not removed. While the steering committee fully expects ULI to move forward with the office development we believe that both options, residential and office, should not be left in the GDP. The change to an office zoning should be accompanied with the removal of the residential zoning.

The monument sign along Proudfit St. shown on the architectural plans is approximately 7' wide by 7' tall. We believe that the height of the sign is inappropriate for this location given the mix of

residential and commercial uses along this street. A maximum height of 5'-6" is proposed.

The neighborhood has learned from experience that the noise level of larger rooftop HVAC equipment can have a significant impact on adjacent residential dwellings. This is a particular concern with low-rise buildings such as in this proposal. The applicant has been requested to consider low decibel levels as part of the selection criteria for rooftop HVAC equipment.

There is a significant amount of concern within the neighborhood about the traffic implications presented by this proposal. There was considerable discussion within the Steering Committee and at the large neighborhood meeting on this topic. There is some variance of opinion between the Bassett and Brittingham areas on this topic due to the differential impacts of the traffic options considered.

There is consensus that improvements to the pedestrian crossing of Proudfit St. at W. Main and W. Brittingham Pl. are needed. At W. Main the use of bump outs to reduce the distance of the crosswalk on the south side of Main St. is proposed and supported by both neighborhoods. An improvement at Brittingham Way to lengthen the median to provide a pedestrian refuge at the north crosswalk was discussed at the large neighborhood meeting. This improvement is not reflected in the formal application and should be included.

The funding for these pedestrian improvements is not specifically spelled out in the application. We believe that these details can be worked out during the City review process. The neighborhood recognizes that the need for the pedestrian crossing improvements predate the current proposal and are not required simply due to the increased traffic volume that this proposal will add to Proudfit St.

The proposed median break on Proudfit St. to allow left turns into and out of Lorillard Ct. has been the issue of most concern to many residents, particularly those in the Brittingham area. While there is a general understanding of the need for the median break to provide access to the proposed office site there remains concerns over the increased traffic and loss of green space. On the other hand not providing a median break would result in increased traffic on S. Bedford St., which already experiences a large volume of cut through traffic. This is a significant concern of residents of the Bassett area.

The final traffic impact study is not available for review yet and the neighborhood would also like to consider the staff comments in this regard. We expect that we may have additional feedback on traffic issues after review of these documents.

A very recent suggestion that we are just beginning to consider is to provide the median break for left turns from Proudfit St. onto Lorillard Ct. but not to incorporate the left turn exit break from Lorillard Ct. onto Proudfit. (The draft traffic impact study suggested 70% of the new traffic would arrive and depart to the north.) Again this would likely increase traffic on S. Bedford and would be a concern to Bassett residents.

We urge the Plan Commission and the Urban Design Commission to adopt the following items as conditions of approval when they consider this proposal;

October 1, 2008

1. The zoning text of the Amended GDP shall be changed to delete the reference for the approval of the 9 story 158 unit residential building on the site to be used for the new office buildings development.
2. The maximum height of a monumental sign along Proudfit St. shall be limited to 5'-6" in height.
3. Low decibel operation shall be a criteria for selection of rooftop HVAC equipment.
4. Pedestrian crossing improvements on Proudfit St. including bump outs at the south side of the W. Main St. intersection and an extension of the median to incorporate a pedestrian refuge at W. Brittingham Pl. be incorporated into the proposal.

Thank you for your consideration,

Peter Ostlind
Chair Bassett District
Capitol Neighborhoods

CAPITOL

NEIGHBORHOODS, INC.
MADISON, WISCONSIN

October 2, 2008

Mr. Brad Murphy
City of Madison
Planning Department
215 Martin Luther King Jr. Blvd.
Madison, WI 53703

Re: Findorff Yards Office Lofts
701/703 Lorillard Court, 159-171 Proudfit St.

Bassett District Steering Committee Review

Dear Mr. Murphy,

The Bassett District of Capitol Neighborhoods has established a steering committee to work with the developer of the referenced proposal. The steering committee has met with the development team on several occasions and there has also been a presentation to the larger neighborhood during the review process. Since the proposal is on the border between the Bassett District and the Monona Bay Neighborhood Association west of Proudfit we invited residents of that neighborhood to participate in our discussions. Two members of the Steering Committee are from the Monona Bay neighborhood.

Overall residents of the neighborhood are supportive of the proposed use of the site for commercial offices. This will be a change in the existing PUD from the approved residential use for this site. This change is somewhat at variance with the Bassett Neighborhood Plan but is consistent with recent approved developments along North Shore Dr. between S. Bedford and Proudfit Streets. Additionally, there is a consensus that the scale of the proposed office buildings, 2-3 stories, is more appropriate for the site than the current GDP with a 9 story building.

In Urban Land Interests', ULI, formal application the language on pages 1 & 2 of the Amended GDP Zoning Text refers the new land use to allow for office buildings is an 'alternate' possibility. The previous zoning for a 9 story 158 unit residential structure is not removed. While the steering committee fully expects ULI to move forward with the office development we believe that both options, residential and office, should not be left in the GDP. The change to an office zoning should be accompanied with the removal of the residential zoning.

The monument sign along Proudfit St. shown on the architectural plans is approximately 7' wide by 7' tall. We believe that the height of the sign is inappropriate for this location given the mix of residential and commercial uses along this street. A maximum height of 5'-6" is proposed.

The neighborhood has learned from experience that the noise level of larger roof top HVAC equipment can have a significant impact on adjacent residential dwellings. This is a particular concern with low rise buildings such as in this proposal. The applicant has been requested to consider low decibel levels as part of the selection criteria for rooftop HVAC equipment.

There is a significant amount of concern within the neighborhood about the traffic implications presented by this proposal. There was considerable discussion within the Steering Committee and at the large neighborhood meeting on this topic. There is some variance of opinion between the Bassett and Monona Bay areas on this topic due to the differential impacts of the traffic options considered.

There is consensus that improvements to the pedestrian crossing of Proudfit St. at W. Main and W. Brittingham Pl. are needed. At W. Main the use of bump outs to reduce the distance of the crosswalk on the south side of Main St. is proposed and supported by both neighborhoods. An improvement at Brittingham Way to lengthen the median to provide a pedestrian refuge at the north crosswalk was discussed at the large neighborhood meeting. This improvement is not reflected in the formal application and should be included.

The funding for these pedestrian improvements is not specifically spelled out in the application. We believe that these details can be worked out during the City review process. The neighborhood recognizes that the need for the pedestrian crossing improvements predate the current proposal and are not required simply due to the increased traffic volume that this proposal will add to Proudfit St.

The proposed median break on Proudfit St. to allow left turns into and out of Lorillard Ct. has been the issue of most concern to many residents, particularly those in the Monona Bay area. While there is a general understanding of the need for the median break to provide access to the proposed office site there remains concerns over the increased traffic and loss of green space. On the other hand not providing a median break would result in numerous u-turns as well as increased traffic on S. Bedford St., which already experiences a large volume of cut through traffic. This is a significant concern of residents of the Bassett area.

All members of the steering committee agree that any median break should minimize the impact to the green space of the median. In this regard we believe that a simple median cut to allow for left turns from Proudfit onto Lorillard Ct. without a dedicated left turn lane is the most appropriate.

The ULI proposal also includes a median cut for left turn out from Lorillard Ct. onto Proudfit St. The Bassett neighborhood supports this proposal, while the Monona Bay representatives on the steering committee do not.

The Bassett Neighborhood believes that overall traffic impact is mitigated with a median break that allows left turns both in and out at Lorillard Ct. Without the left turn out vehicles that wish to head in that direction will either be making u-turns at W. Main and Proudfit or turning right on W. Main and then onto S. Bedford. This would add to the significant amount of cut thru traffic that the neighborhood already experiences on S. Bedford. The W. Main intersection is major crossing point for pedestrians and bicycles. Vehicles making u-turns are not predictable to those using the crosswalk which will make this intersection less safe. Pedestrians and cyclists will need to deal with these vehicles twice, once in the northbound lane and a second time in the southbound lane. Creating a situation which adds to the u-turns at this intersection is not in the best interests of the neighborhood.

The Bassett neighborhood believes that a median cut that provides for both left turns in and out has the least impacts on traffic as supported by the traffic impact study. This will also be the safest design for vehicles, pedestrians and cyclists.

We urge the Plan Commission and the Urban Design Commission to adopt the following items as conditions of approval when they consider this proposal. Our understanding is that ULI is amenable to these conditions.

1. The zoning text of the Amended GDP shall be changed to delete the reference for the approval of the 9 story 158 unit residential building on the site to be used for the new office buildings development.
2. The maximum height of a monumental sign along Proudfit St. shall be limited to 5'-6" in height.
3. Low decibel operation shall be a criteria for selection of rooftop HVAC equipment.
4. Pedestrian crossing improvements on Proudfit St. including bump outs at the south side of the W. Main St. intersection and an extension of the median to incorporate a pedestrian refuge at W. Brittingham Pl. be incorporated into the proposal.

Thank you for your consideration,

Peter Ostlind
Chair Bassett District
Capitol Neighborhoods